AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. Contract ID Code	Page	Of
Firm-Fixed-Price	1	9

2. Amendment/Modification No.	3. Effective Date	4. Requisition/Purchase Req No.	5. Project No. (If applicable)
P00008	2003APR02	SEE SCHEDULE	

6. Issued By Code W56HZV

TACOM
AMSTA-AQ-AD
TODD BURROWS (586)753-2490
WARREN, MICHIGAN 48397-5000
HTTP://CONTRACTING.TACOM.ARMY.MIL
EMAIL: BURROWST@TACOM.ARMY.MIL

7. Administered By (If other than Item 6) Code N63124

SUPSHIP NEW ORLEANS
2300 GENERAL MEYER AVE
NAVAL SUPPORT ACTIVITY, BLDG. 16
NEW ORLEANS, LA 70142-5700

SCD C **PAS** NONE **ADP PT** N63124

8. Name And Address Of Contractor (No., Street, City, County, State and Zip Code)

BOLLINGER/INCAT USA, L.L.C.
P. O. BOX 250
LOCKPORT LA 70374

TYPE BUSINESS: Large Business Performing in U.S.

Code 1UDC0 **Facility Code**

☐ **9A. Amendment Of Solicitation No.**

9B. Dated (See Item 11)

☒ **10A. Modification Of Contract/Order No.**
DAAE07-01-D-T064

10B. Dated (See Item 13)
2001JUL23

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☐ **The above numbered solicitation is amended as set forth in item 14. The hour and date specified for receipt of Offers**
☐ **is extended,** ☐ **is not extended.**

Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing items 8 and 15, and returning _____ copies of the amendments: (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. Accounting And Appropriation Data (If required)
NO CHANGE TO OBLIGATION DATA

13. THIS ITEM ONLY APPLIES TO MODIFICATIONS OF CONTRACTS/ORDERS

KIND MOD CODE: G

It Modifies The Contract/Order No. As Described In Item 14.

☐	**A. This Change Order is Issued Pursuant To: The Changes Set Forth In Item 14 Are Made In The Contract/Order No. In Item 10A.**
☐	**B. The Above Numbered Contract/Order Is Modified To Reflect The Administrative Changes (such as changes in paying office, appropriation data, etc.) Set Forth In Item 14, Pursuant To The Authority of FAR 43.103(b).**
☒	**C. This Supplemental Agreement Is Entered Into Pursuant To Authority Of:**
☐	**D. Other (Specify type of modification and authority)**

E. IMPORTANT: Contractor ☐ **is not,** ☒ **is required to sign this document and return _____ copies to the Issuing Office.**

14. Description Of Amendment/Modification (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)

SEE SECOND PAGE FOR DESCRIPTION

Contract Expiration Date: 2004OCT30

Except as provided herein, all terms and conditions of the document referenced in item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. Name And Title Of Signer (Type or print)		16A. Name And Title Of Contracting Officer (Type or print)	
		MARCIA CZAR CZARM@TACOM.ARMY.MIL (586)574-6278	
15B. Contractor/Offeror	**15C. Date Signed**	**16B. United States Of America**	**16C. Date Signed**
_____ **(Signature of person authorized to sign)**		**By** /SIGNED/ **(Signature of Contracting Officer)**	2003APR02

SECTION A - SUPPLEMENTAL INFORMATION

1. Modification 08 is a bilateral modification to remove the Technical Representative requirement.

2. CLIN 0021's daily lease rate was decreased from $24,725.274 by $1,668.004 to $23,057.27.

3. The new daily lease rate of $23,057.27 will go into effect on 05 APR 03.

4. "5. TECHNICAL REPRESENTATIVE - MASTER'S LICENSE SEE C-6 SCOPE OF WORK," "6. TECHNICAL REPRESENTATIVE - CHIEF ENGINEER'S LICENSE SEE C-6 SCOPE OF WORK," and "7. TECHNICAL REPRESENTATIVE - GENERAL HSV SEE C-6 SCOPE OF WORK" were removed from Section B.

5. The Technical Representative requirement at C.6 was removed.

6. All other conditions remain in full force and effect.

*** END OF NARRATIVE A 008 ***

Name of Offeror or Contractor: BOLLINGER/INCAT USA, L.L.C.

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
	SECTION B - SUPPLIES OR SERVICES AND PRICES/COSTS				
0021	SECOND ORDERING PERIOD SECURITY CLASS: Unclassified DAILY RATE:__$23,057.27_____ ONE YEAR IS EQUAL TO 365 DAYS___ RATE INCLUDES: 1. BASIC CHARTER RATE 2. PROGRAM MANAGEMENT FOR ONE YEAR 3. DRY DOCK ALLOWANCE SEE C.8 SCOPE OF WORK 4. ENGINE OVERHAULL ALLOWANCE SEE C.9 SCOPE OF WORK (End of narrative B001) Inspection and Acceptance INSPECTION: Destination ACCEPTANCE: Destination	365	DA		$ 9,000,000.00

SECTION C - DESCRIPTION/SPECIFICATIONS/WORK STATEMENT

C. STATEMENT OF WORK - HIGH SPEED VESSEL (HSV)

OBJECTIVES: This statement of work defines the effort required for the vessel delivery, vessel performance, and maintenance for charter of one HSV.

PROGRAM DESCRIPTION: The HSV shall be used to demonstrate the ability to perform specific mission scenarios and limited operational experiments in order to assess its usefulness in U.S. Military and Coast Guard applications.

C.1. REQUIREMENTS

C.1.1. VESSEL REQUIREMENTS. Threshold requirements are those characteristics and/or capabilities that the vessel shall possess in order to be considered as a candidate vessel.

C.1.1.1. RAMP TO LAND. Vessel shall have a ramp that can be configured to onload/off cargo, vehicles, and equipment (see attachments 002 and 003) directly astern to a pier height 10 feet above Mean Low Low water (MLLW) in harbors with a 3 to 5 foot tidal range. The ramp shall be configured to onload/offload cargo to a surface whose height above the waterline is 0.5m (a 10,300 pound vehicle); and 70,000 point vehicles at 1.3m above the waterline up to and including a height level with the vehicle deck. Tracked vehicles will have rubber road shoes fitted when on board.

C.1.1.2. LAUNCH/RECOVER SMALL BOATS. Vessel shall have a fixed system for launch and recovery of multiple 5600 pound small boats USN 24 foot Rigid-Hull Inflatable Boat (RIB) supplied with a trailer. Maximum sea state for retrieval is 3. (See Attachment 001 for boat characteristics).

C.1.1.3. COMMAND, CONTROL, COMPUTER, COMMUNICATION, INTELLIGENCE SURVEILLANCE AND RECONNAISSANCE (C4ISR). Vessel shall provide electrical power of 100 kW (standard US power 120V, 60Hz) space to be designated with a minimum of 30 receptacles on 13 protected circuits, in support of Charterer's C4ISR equipment, which will be installed by the Government. This equipment is considered part of the vessel lightship weight and is estimated to be 3000 lbs. Heat load requires 2 tons of cooling (36,000 BTU/hr). The interior of the space shall not be visable from outside of this space. The entrance door shall be equipped with a digital lock (commercial standard). All other doors shall be securable from the inside of this space and not accessible from outside of this space. Intercom communication with the bridge shall be provided. Lighting control shall be subdivided into six circuits. (See Attachment 009 for further details.)"

C. 1.1.4 SUPPLY. The owner shall furnish the vessel with a one month supply of all on-board spares, consumable items, basic issue items (BII), spares and repair parts required for normal operations. Including but not limited to tools, safety equipment, spare parts, accommodations, etc., excluding food and fuel.

C.1.1.5. HELICOPTER DECK. Vessel shall be able to Launch and recover a SH-60 helicopter in sea state 3, (level III, class 3). The helicopter deck and support equipment shall be in accordance with U.S. Navy standards specified herein. After delivery the U.S. Navy will certify the helicopter deck for flight operations. The Contractor will cooperate during the certification process. Aluminum framed and lined lockers approximately 8 foot long x 3 foot high x 3 foot wide with lifting sloping top shall be installed near the Helicopter Deck.

C.1.1.6. LENGTH OVERALL. Operation in confined waters is expected during the charter. Excessive length degrades operation in confined water. The objective requirement for length overall is less than 360 feet.

C.1.2. VESSEL PERFORMANCE

C.1.2.1. PERFORMANCE CASE 1. Vessel shall be able to transport a minimum payload of 422 short tons consisting of specified load condition No. 1 (see Attachment 002) or their equivalent in total weight and square footage, plus a 20% fuel reserve, a distance of no less than 1,110 nautical miles, without refueling at an average speed of not less than 35 knots at sea state 3 (Pierson-Moskowitz scale). Vessel must be able to transport the same cargo a distance of no less than 1,110 nautical miles, plus a 20% fuel reserve without refueling at a safe speed in sea state 5 (Pierson-Moskowitz scale).

C.1.2.2. PERFORMANCE CASE 2. Vessel must be able to transport a specified payload of 545 short tons consisting of specified cargo load condition No 2 (See Attachment 003), or their equivalent in total weight and square footage, plus a 20% fuel reserve, a distance of no less than 600 nautical miles, without refueling at an average speed of not less than 35 knots at sea state 3 (Pierson-Moskowitz scale). Vessel must be able to transport the same cargo a distance of no less than 600 nautical miles, plus a 20% fuel reserve, without refueling at a safe speed in sea state 5 (Pierson-Moskowitz scale).

C.1.2.3. PANAMA CANAL PASSAGE. Vessel must be capable of, and certified for transiting the Panama Canal.

C.1.2.4. SERVICE AREA RESTRICTION. The vessel shall be rated at Det Norske Veritas (DNV) Ocean R1 or R0 category (or equivalent).

C.1.2.5. NAVIGATIONAL DRAFT. The navigational draft with the payload required for performance case 1 or 2 shall not exceed 15 feet.

C.1.2.6. LOITERING. Vessel must be capable of loitering at slow speeds of 10 knots for 24 hours.

C.1.2.7. RANGE. Vessel must have a minimum transit range without cargo or passengers of 2400 nautical miles with 20 % fuel reserve without refueling over a 10-day period.

C.1.2.8. PAINT. Vessel exterior shall be painted haze gray above boot topping. Boot topping shall be black. Any paints on the vessel that violate laws in the intended operating areas shall not be used. Paints, which are not in conformance with the applicable laws, shall be removed and replaced at the owner's expense. Hull signwriting and livery including name and hull number shall be painted on the vessel. The name of the vessel will be Joint Venture, and the hull number will be HSV-X1.

C.1.2.9. ANCHORING. Vessel must be capable of anchoring in 30 meters of water in accordance with DNV rules for High Speed and Light Craft.

C.1.2.10. HOTEL SERVICES/HUMAN SUPPORT. Shipboard Habitability Design Criteria Manual, T9640-AB-DDT-010/HAB, may be used as guidance when designing vessel habitability spaces. (See amendment 013).

C.1.2.11. BERTHING. Vessel must have permanent berthing provided by the owner, (ruggedized, simplified commercial standard), including shower facilities, to house 40 personnel for extended operating periods. There shall be 40 individual berths each supplied with appropriate bedding (sheets, blankets, pillows, and pillowcases). There shall be an additional 10% quantity of bedding to allow for damage and hospital usage.

C.1.2.12. FOOD SERVICE. Vessel must have a food storage and refrigeration capability to support a crew of 40 to operate without replenishment for 15 days. The vessel shall have galley/messing facilities to support a crew of 40 (20 per seating). This space shall be reconfigurable to be a meeting/presentation area.

C.1.2.13. MEDICAL. Vessel must have a medical space for emergency treatment/quarantine in accordance with 46 CFR, Subchapter I, part 92.

C.1.2.14. POTABLE WATER. Vessel must have storage to provide 10,000 U. S. gallons potable water or potable water making capability of 1,200 U. S. gallons of potable water per day with a 3,000 U. S. gallons storage capacity.

C.1.2.15. SANITARY FACILITIES. Vessel shall possess sufficient toilet facilities to accommodate no less than 325 passengers and crew with holding tanks sufficient for a duration of no less than 6 hours and the capability to discharge Collection Holding and Transfer Tank (CHT) and gray water overboard and to standard pier-side discharge outlets. Outlets shall be fitted for standard quick disconnect (camlock) fittings. A minimum of two 75-foot lengths of collapsible rubber hose (each) shall be provided to offload sewage and gray water to shore facility.

C.1.2.16. PASSENGERS. Vessel shall be equipped with safety equipment and seating, for up to 363 persons including crew. Seating shall be easily removable. Vessel shall provide space for temporary berths for 48 troops, and shall also include a lockable storage space for each berth. Privacy screening shall be provided to temporary berthing area. Berthing may be temporary and located in troop seating area.

C.1.2.17. PASSENGER STORAGE. RESERVED

C.1.2.18. LAUNDRY. Vessel shall be equipped with laundry facilities to support a crew of 40 people.

C.1.2.19. CARGO DECK POWER. Vessel must provide at least six evenly spaced electrical outlets in the cargo deck for a total electrical load of 220V, 50 amps, at 60 Hz.

C.1.2.20. TEST INSTRUMENTATION. Vessel must have a space to accommodate Government provided and installed test instrumentation. Space shall be suitable for use as a manned space and shall have minimum dimensions of 8 feet by 10 feet and be within close proximity of the bridge. Space shall be supplied with electrical power (4-20 amp, 120VAC, 60 Hz circuits), desk, chair and lock. The test instrumentation is considered part of the lightship. One short ton should be budgeted for weight impact of the test instrumentation.

C.1.2.21. CARGO LASHING. Vessel must be equipped with tie down pad eyes and lashing gear sufficient to secure cargo as required by regulatory agencies. (See attachments 002 and 003).

C.1.2.22. PLANNING AREA. Vessel shall be equipped with an enclosed planning area immediately forward to the C4ISR space specified in C.1.1.3. This area shall include 20 power points.

C.1.2.23. LIGHTING CONTROL. Vessel shall be equipped to independently control lighting in the following areas: C4ISR (C.1.1.3), Planning area (C.2.3.22), Meeting/Presentation Area (C.1.2.12), Temporary Berthing Area (C.1.2.16), and Permanent Berthing Area

(C.1.2.11).

C.1.2.24. MISCELLANEOUS ITEMS. Privacy screening shall be provided in the following areas: (1) windows, entrance and space between wall and ceiling in Planning Area (C.1.2.22); (2) windows in Permanent Berthing Area (C.1.2.11); (3) windows, entrance and space between lockers/walls and ceiling in Temporary Berthing Area (C.1.2.16).

C.1.3. MISCELLANEOUS SYSTEMS AND OUTFIT

C.1.3.1. GASOLINE STORAGE. Vessel must provide jettisonable storage for 2 each 55-gallon (U.S.), gasoline drums for refueling of boats.

C.1.3.2. SHOREBASED POWER - Vessel must have compatibility with U.S. Shore power systems (See attachment 008 for characteristics)

C.1.3.3. MISCELLANEOUS MECHANICAL. In the cargo bay, vessel must have one hot and three cold potable water spigots for equipment wash-down; and low-pressure air systems (minimum of 6.5 CFM at 90 psi) for pneumatic tool usage.

C.1.3.4. FLAGGING. The vessel in the delivered configuration shall meet all requirements of the Government of the State whose flag the craft is entitled to fly. Documentation from the Government shall be delivered at the time of delivery showing that the Government of the State has reviewed the vessel in the delivered configuration and that it complies or meets the Government's State's requirements.

The following DNV documents of compliance are necessary for the vessel to be flagged US Military.

- new Interim Class Certificate for Notation +1A1 R1 HSLC Cargo EO HELDK with amended Appendix to Class (includes new Record of Equipment for High Speed Craft)(the Appendix to Class shall address vessel operation in "War or War-Like Situations).

- Declaration of Compliance to International Convention of Load Lines
- Declaration of Compliance to MARPOL Annex IV.
- Declaration of Compliance to International Tonnage Convention
- Declaration of Compliance to High Speed Craft Code
- Operational Declaration for R1 and R0
- Dangerous Goods Declaration

C.1.3.5 LIGHTWEIGHT MOORING LINES. Mooring lines shall be Super Max 12 Strand Rope c/w 1.5m eye splice one end with PVC chafe cover. The lines shall be provided in a gray finish, and the gray is a Silver Gray color.

- Diameter 18mm
- Length 80 M finished length
- Breaking load of 35.0 tonnes
- Weight 20 Kg per 100m
- Quantity 4 No.

C.1.3.6 VIDEO. Charterer shall provide a video, which shall include an evacuation trial, welcome aboard message, and a brief description of the training. The delivery of this video shall coincide with the delivery of the vessel.

C.2. VESSEL FEATURES: These features are those vessel characteristics and/or capabilities over and above threshold performance, that provide enhanced value in assessing military utility, but are not required for a vessel to be considered a candidate. The contractor is to pick the best mix of enhanced capabilities that he can provide without compromising the performance of the vessel such that a threshold requirement can no longer be met or such that the schedule can not be met. These features are listed in the order of importance to the Government.

C.2.1. Launch and recover rotary wing aircraft in sea state 3. The helicopter deck equipment and support equipment shall be in accordance with U.S. Navy standards and certified by the U.S. Navy for helicopter operations after delivery. See Attachments 007 and 014 for helicopter characteristics.

(a) Helicopter deck capable of launch /recovery of a CH-46 (level III, class 3)
(b) Helicopter deck capable of launch /recovery of a CH-60 (level III, class 3)

C.2.2. Launch and recover small boats in sea state 3 (Pierson-Moskowitz scale).

(a) USN HSAC (supplied with trailer)
(b) USN NSW RIB (supplied with trailer)

C.2.3. Vessel Ramp to land. In addition to the threshold value from C.1, the ramp will be configured to load and

discharge cargo with a quartering ramp.

C.2.4. Vessel Ramp to Water and Roll On/Roll Off Discharge Facility.

(a) RESERVED.

(b) Ramp with the ability to load and unload a 52,500-pound vehicle (AAV) to a Roll On/Roll Off Discharge Facility at sea state 0, .5 Meters freeboard.

(c) Ramp with the ability to load and unload a 42,500 pound wheeled vehicle (MTVR) to a Roll On/Roll Off Discharge Facility at sea state 0, .5 Meters freeboard.

C.2.5. RESERVED

C.2.6 RESERVED

C.2.7. Loitering. Vessel must be capable of loitering at slow speeds of 5 knots for 24 hours.

C.2.8. RESERVED.

C.3. DOCUMENTATION - All documents will be for internal Government use only.

C.3.1. Technical Planning. The following existing documentation shall be submitted no later than 7 calendar days after award or if possible submitted with the proposal. This will facilitate Charterer's need to design Data Acquisition System (DAS).

- Ship structural drawings (hard copies or digital);
- Structural Assessment Models; Finite Element (FE) representations of primary structure and key structure details;
- Results of Finite Element Analysis (FEA) performed on primary structure and key structure details;
- Assessment of structure to classification society rules/design criteria (loads and allowable stresses);
- Assessment of habitability (provides information on accelerations and frequencies);
- The height of the vehicle deck above the waterline for the planned range of displacement and trim.
- Public reports or papers describing structural performance;
- Structural Survey; Nondestructive Evaluation (NDE) and inspection of welds in key structural details;
- Structural deformation survey quantifying "flatness" of wet deck/hull bottom in areas of expected wave impacts;
- Comparison of pre- and post-trial inspections to monitor weld flaws and any permanent set that develops in plating resulting from wave impacts.

C.3.2. Operation & Maintenance Planning. Documentation to be submitted no later than 30 days after award. This documentation is reference material considered necessary for operation and maintenance of the vessel.

C.3.3. Primary Vessel Data: Vessel operations manual; Stability Manual; Damage Control Manual; Class status report; Appendix to Classification Survey; Initial Load Line Survey; Freeboard Plan; Docking Plan; Machinery Systems & associated controls; Assessment of structure to classification society rules/design criteria (loads and allowable stresses); Assessment of habitability (information on accelerations and frequencies); Maximum Sea state/Speed/Displacement/Weather/Encounter angle operational envelope details. Documentation to be submitted no later than 30 days after award.

C.3.4.. Hull drawings: Lines Plans & table of offsets; Hull, Deck and Superstructure Construction Drawings; Detail structural drawings; Tank & Void Drawing; Tank Capacity Plan; Tank Sounding Tube Plan; and Repair procedures. Documents to be submitted no later than 30 days after award.

C.3.5. Arrangement drawings: General Arrangements; Engine/Machinery compartment outfit; Deck outfit; Ramping arrangements; Deck load arrangements; Draft and hull mark arrangements; Safety plan; and Evacuation plan. Documents to be submitted no later than 30 days after award.

C.3.6. Machinery drawings: Machinery & Stern gear installation; Shafting arrangements and details; and Hull penetrations drawing. Documents to be submitted no later than 30 days after award.

C.3.7. System drawings: installation and schematic drawings for the following systems: Electrical system; Fuel system; Lube Oil system; Raw water cooling system; Compressed air; Bilge & ballast; Hydraulic system; Fire fighting system; AFFF system; CO2/Firefighting system; Fresh water system; Black water system; and Engine room ventilation. Documents to be submitted no later than 30 days after award.

C.3.8. Additional Data: Classification Society Certificates. Documents to be submitted no later than 30 days after award.

C.4. TEST MEASUREMENT EQUIPMENT. The Government shall install a GFE Data Acquisition System (DAS) for seakeeping and structural performance monitoring with shipyard support at the offeror's designated site after award of the contract. and prior to delivery. The schedule of this will be negotiated after award. The owner shall make the vessel available on a "non-interference" basis. The Offeror shall install the system under the direction of a Government supplied expert.

The DAS shall consist of the following: A rack mounted (single rack) 80 channel DAS with connection to the bridge for a monitor and keyboard. The rack shall be installed in the space provided (see Vessel Threshold/Test Instrumentation section). Shipboard sensors and GFE sensors shall be accessible electronically (via cabling) from this equipment room as far as practicable. Tie-ins from the ships systems (locations, types, junction boxes / cabling) to the instrumentation will be specified in greater detail after award of contract. A welded mount on the exterior bow of the ship will be required to support the TSK Wave Height Sensor. Welded mounts on the exterior bow and stern of the ship are required to support the sonic draft sensors. Stuffing tubes or cableways will be required to run cabling from the remote sensors to the trials equipment room. A mast-mounted video camera shall be used to visually record sea conditions. Cable access to this camera is required.

C.4.1. Seakeeping Performance Instrumentation. Seakeeping will be monitored using the sensors listed below (C.4.2., C.4.3, and C.4.4.). The sensors monitored will be comprised of a combination of Government Furnished Equipment (GFE) and tie-ins to ship-board systems.

C.4.2. General Listing of Ship Motion Measurements: GFE Gyro; GFE Flux Gate; GFE Windbird; GFE Wave Height (TSK); and GFE 3-Axis Accelerometers (approximately 9 ea.).

C.4.3. General Listing of Ship System Measurements: Ship GPS (digital); Ship Fuel Flow Sensors (digital); Ship Control Surface Sensor Interfaces (e.g. analog, rudder angle, foil angle, flap angle, shaft rpm, etc).

C.4.4. Structural Performance Strain Gage Instrumentation. GFE Strain gage instrumentation will be installed to support the following 35 measurements: Temperature compensated full bridge for primary structural strain, 10 channels; Temperature compensated full bridge for stress concentration, 6 channels; Temperature compensated full bridge for cargo deck strain measurements, 7 channels; Temperature compensated full bridge for secondary loads due to wave impacts from differential bending strain measurements, 12 channels.

C.4.5. Labor. General shipyard industrial support shall be provided for the Government installation of the system. The support shall include, but not limited to:

Cable running and securing
Deck and bulkhead penetration and stuffing tubes as required
Providing / fabricating of cable supports and wireways as required
Mounting of equipment
Foundation, fabrication and installation
Crane and rigging services.

a) See CLIN 0001 for 100 hours of labor in Section B. Not to exceed 100 hours @ $48.00 per hour.
In the event that additional hours may be required, the Government and the Contractor may agree to the number of additional hours required, subject to funding.
b) An additional 500 labor hours has been added to the contract for requirements related to the Test Measurement Equipment area, and funded under CLIN 0001AB.
c) An additional 250 labor hours has been added to the contract by Delivery Order 0001, Modification 03, for requirements related to the Test Measurement area, and funded under CLIN 0001AD. Also the Not to Exceed is changed from 600 hours to 850 hours.

C.4.6. Material. The offeror shall provide miscellaneous material (e.g. junction boxes, cabling, brackets,etc.) required for the installation up to a value of $10,000 (U.S.). In the event that additional material is required, the Government and the Contractor may agree, subject to funding.
a) An additional $6,000.00 of miscellaneous material has been added to the contract by Delivery Order 0001, Modification 03, for requirements related to the Test Measurement area, and funded under CLIN 0001AD. Also, the Not to Exceed is changed from $10,000.00 in value to $16,000.00 in value.

C.5. TRAINING.

A Key objective of the HSV project is determining required manning levels and required crew training for this type of vessel. The training shall include all crew-required operation and maintenance as identified by the owner. Also, 2 day Automatic Radar Plotting Aid Course to Masters will be added, to the training. As such the Owner shall provide the following:

C.5.1. The Owner shall provide an approved deck officer "Type Rating" training (including training plan with course duration, location and course syllabus) as defined in HSC code, Chapter 18, for up to 14 U.S. DoD personnel prior to delivery of the vessel.

C.5.2. The Owner shall provide approved engineer officer "Type Rating" training (including training plan with course duration, location and course syllabus) as defined in HSC code, Chapter 18, for up to 14 U.S. DoD personnel prior to delivery of the Vessel.

C.5.3. The Owner shall embark twenty-eight (28) U.S. DoD personnel, on the voyage of the Vessel from Hobart, Tasmania to the delivery port. The U.S. DoD personnel will be embarked for the purpose of observing Vessel operations. Insofar as it may be feasible to do so without disrupting the safe and prudent operations of the Vessel, the Owner shall provide the embarked DoD personnel with familiarization training in the Vessel's operations, watch standing duties, and scheduled maintenance. All victualling for such embarked personnel shall be for the Owner's account.

C. 6. RESEVERED

C.7. SAFETY ENGINEERING AND HEALTH HAZARDS

C.7.1. Safety Engineering Principles. The contractor shall certify that the HSV meets the International Maritime Organization (IMO), International Code of Safety for High-Speed Craft. The contractor shall employ sound engineering practices in the design and operational procedures to include modifications. For any modifications made to the HSV the contractor shall do the following as a minimum:

a. Identify hazards associated with the system by conducting safety analyses and hazard evaluations. Analyses shall include both operational and maintenance aspects of the HSV.

b. Eliminate or reduce significant hazards by appropriate design or material selection. If hazards to personnel are not avoidable or eliminated, take steps to control or minimize those hazards.

C.7.2. Safety Assessment Report (SAR). (DI-SAFT-80102B CDRL A001 - ATTACHMENT 005).
As a result of system safety analyses, hazard evaluations, and any contractor independent testing, the contractor shall perform and document a safety assessment. The safety assessment shall identify all safety features of the hardware, system design and inherent hazards. The assessment shall also establish special procedures and/or precautions to be observed by system users. Based on the safety assessment, the contractor shall prepare a Safety Assessment Report in accordance with DI-SAFT-80102B. As an addendum of the Safety Assessment Report, the contractor shall identify and incorporate Health Hazards associated with the system. In preparing the health hazard portion of the SAR, the contractor shall provide a description and discussion of each potential or actual health hazard issue of concern for each subsystem or component. A health hazard is an existing or likely condition, inherent to the operation, maintenance, transport or use of material, that can cause death, injury, acute or chronic illness, disability, or reduced job performance of personnel by exposure to physiological stresses.

C.8. DRY/WATER DOCKING - Docking cycle of the vessel is no later than 2 years after delivery. The vessel shall be dry docked prior to delivery despite any previous dry docking schedule. In-water docking and inspection required after the first 12 months of operation.

C.9. ENGINE OVERHAUL - Top End and major overhauls for the engines, at the recommended service intervals and at load profiles based on Commercial Fast Craft Power Ratings. Based on an operating profile of 4,000 hours per annum. Estimates of Cyl by Cyl "night overhauls" are not included. Tooling set up and removal of fluids from engine are accounted for only once.

*** END OF NARRATIVE C 001 ***